

Shinning.

STEAMERS.
DOUGLAS STEAM-SHIP COMPANY,
LIMITED.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**
FOR SWATOW, AMOY AND FOOCHOW
THE Company's Steamship

"HAITIAN,"
Captain Ashton, will be despatched for the
above Ports TO-MORROW, the 15th instant, a
Noble

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 13th September, 1890.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"AFGHAN"

Captain Golding, will sail on or about the 15th inst.
For Freight, apply to
DODWELL CARLILL & Co.

Hongkong, 10th September 1891. Agents. [87]

"MOGUL" LINE OF STEAMERS.

FOR NAGASAKI, KORE & YOKOHAMA
VIA INLAND SEA.
THE Steamship

"CLIFTON"
Captain Bowen, will be despatched as above
at Noon, on WEDNESDAY, the 16th Instant
For Freight or Passage, apply to
ROBERT L. GIBBS & CO.

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG,
AND ANTWERP.

"DENBIGHSHIRE,"
Captain Gedye, will be despatched as above
on or about the 17th inst.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 4th September, 1891.

STEAM TO YOKOHAMA, VIA NAGASAKI
AND KORE.
(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship

"ANCONA,"
Captain W. D. Mudge, will leave for the above places on **SATURDAY**, the 19th instant, Daylight.

E. L. WOODIN,
Superintendent.
Hongkong, 8th September, 1897.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "CLIFTON,"

FROM ANTWERP, GLASGOW, PENANG
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all goods are being landed at the

risk, into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Kowloon, whence and/or from the wharf delivery may be obtained.

No claims will be admitted after the 30th inst. have left the Godowns, and all Goods remain undelivered after the 19th inst. will be sub to rent.

No Fire Insurance has been effected.
Bills of Ladlag will be countersigned by
DODWELL, CARLILL & Co

Hongkong, 12th September. 1861. Agents. In

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
STEAMSHIP "HANKOW,"
FROM GLASGOW, LIVERPOOL, PENA

AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the wharves of the Customs of the Hongkong

Optional cargo will be forwarded unless no

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 1st, of they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

DODWELL, CARLILL & CO.
Agents.
Hongkong, 9th September, 1891.

PACIFIC MAIL STEAMSHIP COMPANY

NOTICE
CONSIGNEES of CARGO per Steam

"CITY OF Peking"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in Bills of Lading for Countersignature, and to demand immediate delivery of their Goods from the

Cargo impeding the discharge of the Vc
will be landed and stored at Consignees'
and expense.

TELEGRAMS.
—◆—
BULGARIA AND SERBIA.

SAYS the *N. C. Daily News* of the 15th inst. The U.S.S. *Alliance*, on her way down Chefoo, when about 100 miles from the mouth of the Yangtze, sighted a raft on which were ship-wrecked Chinese. They were the survivors of the crew, 15 in all, of a junk loaded with oil, which was caught in the recent typhoon. Two of the crew went down with the junk, 13 got on this raft. Five were washed off before the *Alliance* sighted them. Captain McCurry at once sent a boat to pick up the survivors, and brought them to Shanghai. It is needless to say that they were most kindly treated on the *Alliance*. Mr. Leonard, U.S. Consul-General, sent them to the Tactel yesterday.

illegitimate in another, and hence they may be lawful heirs in one State and without any right of inheritance in another State. This is certainly a very strange condition of things for a homogeneous people, existing as one nation under a general government. It is complicated and made worse by the great diversity in the laws which, in the different States, are treated as legal grounds of divorce, and also by the looseness of the remedy in that matter; and that consists in giving Congress the power to enact a uniform law on the subject of marriage and divorce, just as it now has power to enact such a law on the subject of bankruptcy. There is really no doubt that such uniformity will be secured by State legislation.

CARDINAL MANNING, replying to a *Radical* correspondent, who wrote to him on the subject of lotteries and raffles at bazaars for charitable purposes, says: "All my life long I have done my utmost to prevent the holding of bazaar lotteries, and raffles for works of charity or religion. It seems to me that our Lord's worth ought to be done in our Lord's way; that is His sake, and, with the purest motive. Anything, or of the world's mixing. In so far does charity, or the world's mixing. In so far does charity, may reduce them to nothing. We all in danger of these lower motives, and certainly ought not to encourage them. I answer more than your question, but I hope will be enough."

A GOVERNMENT notification appears in Saturday's *Government Gazette* referring to what is somewhat vaguely termed the "China Pilgrimage Service" and there are also some "general regulations with local rules for the port of Hong Kong." We have seen this stuff often and regret that we can make nothing of the Office Gao, on being consulted, gravely shook his heavy locks and indicated by sign-penuliar to the goat-tribe and the *China* literary staff, that he didn't know and didn't want to know. This is all very sad; had we been in Saigon under the French tri-colour, or in Hong Kong under the Union Jack, we should have been Chinese port with the "dragon flag" in the ascendant, these regulations might have been comprehensible; but in the so-called free port of Hong Kong they, to use the Pankin's words, are "a patch of words, a patch of words, a patch of words, a patch of words." The question is, presently, whether the regulations would be better if they were to cover Hong Kong to the entire control of the Imperial Chinese Maritime Customs! I should not object, and as matters now are, read at Commissioner already stands as a hind in shaping our local policy.

A DEMONSTRATION was recently given in St. Vincent's Boating Pond, Glasgow, of J. Thomas Mill's method of propelling vessels from the bow by means of a vacuum. The vessel, Mr. Mill's "Aurora," is a small launch for motive power on the bow. He has two principal reasons for the transference; first, a screw in process of revolving has an outward and backward thrust, causing a hollow vacuum behind which vacuum has the effect of retarding the progress of the ship until the water rushes in to fill up. A again, resistance offered by the water in the bow of the ship is another objection in regard to its propulsion. Mr. Mill's theory is that by placing the propeller at the bow of the vessel both these obstacles are overcome. But it is not only question of place, but a question of shape we ask him. His propeller must be of sufficient size to drive away all water from the bow of the vessel, and, as a consequence, must be in diameter nearly the beam measurement of the vessel. The model he means of which the demonstration is given is 4 ft. 6 in. in length, 8 1/2 in. wide, and 7 in. deep, and presents the appearance of an ordinary launch with a huge "nose" in front. The propeller is about 18 in. long and 6 in. in diameter, or less than one sixth of the length of the vessel.

Commercial.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—174 per cent. premium, buyers.
 Union Insurance Society of Canton—\$95 per share, buyers.
 China Traders' Insurance Company—\$664 per share, sellers.
 North China Insurance—Tls. 255 per share, sellers.
 Canton Insurance Company, Limited—\$107 per share, sellers.
 Yangtze Insurance Association—Tls. 79 buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share, buyers.
 Hongkong Fire Insurance Company—\$320 per share, buyers.
 China Fire Insurance Company—\$87 per share, buyers.
 Hongkong and Whampoa Dock Company—\$82 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, sales and buyers.
 China and Manila Steam Ship Company—60 per share, sellers.
 Hongkong Gas Company—\$131 per share, sellers.
 Hongkong Hotel Company—\$65 per share, buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.
 Douglas Steamship Company—\$42 per share, buyers.
 China Sugar Refining Company, Limited—\$165 per share, buyers.
 Luxon Sugar Refining Company, Limited—\$50 per share, buyers.
 Hongkong Ice Company—\$38 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$75 per share.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.
 A. S. Watson & Co., Limited—\$20 per share, ex div., buyers.
 Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$107 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$15 per share, nominal.
 Pungon and Sangle Dua Samantan Mining Co.—\$3 per share, sellers.
 The Rauh Gold Mining Co., Limited—\$60 per share, buyers.
 Imvuri Mining Co., Limited—\$71 per share, sellers.
 The Imperial Gold Mining Co., Limited—\$4 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$71 per share, sellers.
 Tonglin Coal Mining Co.—\$35 per share, sales and buyers.
 The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.
 H. G. Brown & Co., Limited—\$48 per share, buyers.
 Cruickshank & Co., Limited—\$35 per share, nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Company, Limited—\$10 per share, sellers.
 The China-Borneo Co., Limited—\$10 per share, sales.
 The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
 The Green Island Cement Co.—\$10 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$70 per share, sales and buyers.
 The Hongkong Electric Light Co., Limited—\$41 per share, sellers.
 Geo. Fenwick & Co., Limited—\$13 per share, sellers.
 The West Point Buildings Co., Limited—\$26 per share, sellers.
 The Peak Hotel and Trading Co., Limited—\$5 per share, sellers.
 The Labuk Planting Co., Limited—\$10 per share, sellers.
 The Jelabu Mining and Trading Co., Limited—\$4 per share, buyers.
 The Selama Tin Mining Co., Limited—50 cents per share, sellers.
 The Shamen Hotel Co., Limited—nominal.
 The Kowloon Land Investment Co., Limited—\$15 per share, buyers.
 The Bank of China, Japan & the Straits Ld.—\$151 per share, buyers.
 The Bank of China, Japan & the Straits Ld.—Founders' shares, \$145 per share, nominal.
 London and Pacific Petroleum Co., Ltd.—\$15, sellers.
 The National Bank of China, Ltd.—35 per cent. discount, buyers.
 The National Bank of China, Ltd.—Founders' shares, \$75 per share, buyers.

Shipping.

ARRIVALS.
 A. H. SMITH, American ship, 1452, Chas. S. Kendall, 12th Sept.—New York 21st May, Kerosene Oil—Hewett & Co.
 NAMCHOW, British steamer, 1509, Bremer, 12th Sept.—Peking and Singapore 6th Sept. General—Molloy & Co.
 THISE, Austro-Hungarian steamer, 1884, A. Lussich, 12th Sept.—Bodibay 21st Aug. and Singapore 6th Sept. General—D. S. S. Co.
 SHANGHAI, British steamer, 2044, F. N. Tiddis, 12th Sept.—London 25th July and Singapore 6th Sept. General—P. & O. S. N. Co.
 TARAPACA, British bark, 495, H. Kennett, 12th Sept.—Hongkong 1st Sept. Coal—Gibb, Livingston & Co.
 DIAMANT, British steamer, 1092, Alex. S. Snow, 12th Sept.—Peking and Singapore 6th Sept. General—Molloy & Co.
 LIGHTNING, British steamer, 2124, G. B. Palfitt, 12th Sept.—Calcutta 26th August, Peking 3rd Sept., and Singapore 7th Sept. Optum and General—D. S. S. Co.
 SURAT, British steamer, 1676, R. J. Sleeman, 12th Sept.—London, via Bombay 25th August, and Singapore 8th Sept. General—P. & O. S. N. Co.
 SOOCHOW, British steamer, 1064, T. Quill, 12th Sept.—Swatow, 12th Sept. Vermouth—Butterfield & Swire.
 DEUTSCH, German steamer, 1498, W. Dissel, 12th Sept.—Choochoo 8th Sept., Beane—Stemmen & Co.

DIAMANT, British steamer, 1092, Alex. S. Snow, 12th Sept.—Peking and Singapore 6th Sept. General—Molloy & Co.
CHOOCHOO, British steamer, 1064, T. Quill, 12th Sept.—Swatow, 12th Sept. Vermouth—Butterfield & Swire.
DEUTSCH, German steamer, 1498, W. Dissel, 12th Sept.—Choochoo 8th Sept., Beane—Stemmen & Co.

DEPARTURES.
 September 13, Singapore, British steamer, for Saigon.
 September 13, Tien, British ship, for Singapore.
 September 13, Sunghang, British steamer, for Swatow.
 September 13, Ahulni, German steamer, for Hongkong, &c.
 September 14, Continental, steamer steamer, for Saigon.
 September 14, Halphong, French steamer, for Hongkong, &c.
 September 14, Halphong, British steamer, for Swatow, &c.
 September 14, Surat, British ship, for Shanghai.
 September 14, Aradag, British steamer, for Swatow, &c.
 September 14, Yung-ching, Chinese steamer, for Shanghai, &c.

PASSENGERS—ARRIVED.
 Per Surat, str. from London for Hongkong—Messrs. W. S. Harrison, G. Patton, and Holbling; From Peking—Mr. H. Pinckney and servant; From Singapore—Messrs. J. O. Orange, Lim, Ormiston, Lee Ah Eook, and 15 Chinese.
 Per Diamond, str. from Penang, &c.—679 Chinese.
 Per Lightning, str. from Calcutta, &c.—Mr. and Mrs. E. Fraz, Major W. L. Licut, A. J. Campbell, Lieut. H. B. Kirk, Messrs. G. R. Irwin, T. Ambler, and 438 Chinese.
 Per Anna H. Smith, ship, from New York—Mrs. Kendall and child.
 Per Namchow, str. from Penang, &c.—668 Chinese.
 Per Amigo, str. from Saigon, &c.—6 Chinese.
 Per Diamant, str. from Manila, &c.—4 Chinese.
 Per Deutcher, str. from Choochoo—35 Chinese.
 Per Soochow, str. from Swatow—35 Chinese.
 Per Thilun, str. from Bombay, &c.—90 Chinese.
 Per Ancona, str. from Yokohama for Hongkong—Dr. Eames, R.N., Messrs. A. Gregory, Woodcock, Webendorfer, Chis Poo, Hoi Foo Chun, E. Rose, Mrs. Wong Fong, Mrs. Wong Wan, 1 sailor, 1 Manilaman, 3 Chinese and infant. From Higo—Messrs. Bernheimer, J. H. Wong, Kin Loong, Tang Mol, Mrs. and Mrs. Chung Nam, and 4 Chinese. From Nagasaki—Mr. Donnyuan, 4 Chinese. From Yokohama—Mr. F. Nick, For Brindisi—Mrs. and Miss Roeder. For Peking—Messrs. New King Soon and Foster. From Nagasaki for London—Rev. and Mrs. Hutchinson and 6 children.

DEPARTED.
 Per Halphong, str. for Hoihow, &c.—4 Europeans and 20 Chinese.
TO DEPART.
 Per Namchow, str. for Amoy—450 Chinese.
 Per Diamond, str. for Amoy—600 Chinese.
 Per Frey, str. for Hoihow—80 Chinese.

REPORTS.
 The British steamship Soochow reports that she left Swatow on the 13th instant. Had strong southerly breeze.
 The British bark Tarapaca reports that she left Hongkong on the 1st instant. Had variable winds and heavy rain throughout.
 The British steamship Diamant reports that she left Manila on the 12th instant. Had strong to moderate breeze and high sea from south-west.
 The British steamship Namchow reports that she left Penang, and Singapore on the 6th instant. Had fresh south-west breeze till arrived at Padaran; from there to Hongkong strong northerly winds increasing at times to a gale.
 The American ship Anna H. Smith reports that she left New York on the 21st May. Passed Anjer on the 28th, Had fine weather to north of the Paracels; thence to port strong breeze from north and north-east, with very heavy sea, and barometer 29.45.
 The British steamship Lightning reports that she left Calcutta on the 26th ultimo, Penang on the 3rd instant, and Singapore on the 7th. After leaving Singapore experienced fresh south-west monsoon up to Maclesfield Bank; thence to arrival south to south-east winds and high confused sea.
 The British steamship Diamant reports that she left Penang and Singapore on the 4th instant. From Singapore to lat. 18 north had moderate south-westerly winds and fine weather. On the 11th at noon wind increasing from north-west with heavy rain. On the 12th blowing a strong gale with a north-east swell causing a confused high sea; at 3 a.m. wind backed to south-west, barometer 29.58; at 8 a.m. weather cleared and wind moderating; by noon fine wind hailing southerly, and lost one boat. On the 13th passed the steamship Namying, steering south, in lat. 18 north and long. 111.50 east.

Post Office.

A MAIL WILL CLOSE.
 For Kuantan and Sandakan—Per Mennan to-morrow, the 15th instant, at 10.30 A.M.
 For Yokohama and Kobe—Per Elvina to-morrow, the 15th instant, at 10.40 A.M.
 For Swatow, Amoy, & Fochow—Per Halphong to-morrow, the 15th instant, at 11.30 A.M.
 For Swatow, Amoy, and Tamsui—Per Smith to-morrow, the 15th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
 BORNO, Dutch steamer, 1560, H. Klein, 12th Sept.—Singapore 6th Sept., Sugar—Jardine, Matheson & Co.
 CHOW-CHOW-FOO, German steamer, 777, F. Clausen, 12th Sept.—Swatow 9th Sept. General—Molloy & Co.
 CITY OF PEKING, American steamer, 3120, R. R. Sealie, 12th Sept.—San Francisco 11th August, Honolulu 20th, and Yokohama 4th Sept. Malls and General—P. M. S. S. Co.
 CLIPFORD, British steamer, 1330, O. Bowler, 12th Sept.—Swatow 4th Sept. General—Dodwell, Carill & Co.
 DECCA, German steamer, 965, C. Christensen, 31st August—Swatow 11th Aug. Sugar—Jardine, Matheson & Co.
 DRON, Norwegian steamer, 1410, H. Hansen, 12th Sept.—Kuchino 6th Sept., Coal—Mitsui Bussan Kaisha.

HONGKONG—STEAMERS.
Continued.
 ELKTRA, German steamer, 1050, Th. Hilbrandt, 12th Sept.—Singapore 9th Sept. General—Stemmen & Co.
 EMPRESS OF INDIA, British steamer, 3003, O. P. Marshall, R.N.R., 20th August—Yokohama 29th July, Yokohama 12th, and Shanghai 17th, General—Dodwell, Carill & Co.
 FAME, British steamer, 117, Lieut. Wm. G. Conley, R.N.R.—Hongkong Government tender.
 FINE, Danish steamer, 397, C. L. Strand, 12th Sept.—Peking and Hoihow 10th Sept. General—Arnhold, Karberg & Co.
 HATTAN, British steamer, 1183, S. Ashdon, 12th Sept.—Fochow 8th Sept., Amoy 9th, and Swatow 11th—General—Dr. Lapraik & Co.
 LOO SOH, British steamer, 1020, A. Benasi, 12th Sept.—Bangkok 4th September, Rice and General—Yuen Fat Hong.
 MARINA, German steamer, 1580, Abrikosch, 12th Sept.—Calcutta 7th Sept. Rice—Wiel & Co.
 MICHON, British steamer, 800, A. Dorff, 7th Sept.—Sandakan 27th August, and Manila 4th Sept. General—Butterfield & Swire.
 PARTHA, British steamer, 2035, Jno. Pantoni, R.N.R., 11th Sept.—Yokohama 20th Aug. Yokohama 4th Sept., and Shanghai 9th Sept. General—Dodwell, Carill & Co.
 PILOT FINE, British steamer, 101, A. Stoppel—Hongkong and Whampoa Dock Co.
 SMITH, Chinese steamer, 704, H. Leifer, 12th Sept.—Swatow 11th Sept. General—Chinese.
 SOMERICH PHRA NANO, British steamer, 1057, R. Jones, 4th Sept.—Saloon 5th Sept. Rice and General—Yuen Fat Hong.
 YUKSANO, British steamer, 317, Galesworthy, 1st Sept.—Manila 26th August, General—Jardine, Matheson & Co.

SAILING VESSELS.
 CAMELOT, British bark, 360, H. Peters, 4th Sept.—Amoy 27th August, Ballast—Master.
 CARL FRIEDRICH, German ship, 2040, H. Frohlich, 4th July—Cardiff 21st March, Coal—Melchers & Co.
 ELSE, German ship, 1375, Th. Pilger, 3th Aug.—Cardiff 19th March, Coal—Stemmen & Co.
 HONGKONG, Chinese bark, 457, Optum Examination bulk, Scepter's Island—Chinese Customs.
 HAYWARD, American bark, 986, L. A. Colcord, 27th August—Shanghai 11th August, Ballast—Order.
 IRE, British ship, 206, Shaw, 31st August—Geraldton, W.A., 1st August, Sandalwood—Order.
 ISABEL, Norwegian ship, 1260, S. Hegge, 18th August—Shanghai 1st August, Ballast—Reuter, Brockmann & Co.
 JESSONA, German bark, 88, Aug. Oesselmann, 20th July—Newcastle, N.S.W., 24th May, Coal—Geo. R. Stevens & Co.
 KITTY, British bark, 803, Wilson, 21st July—Singapore 7th July, Timber—Order.
 MARIA, Spanish schooner, 31, Francisco Oloneo, 9th July—Manila 18th June, Ballast—Master.
 MARIE BERG, German bark, 536, H. Hindrichs, 16th August—Whampoa 25th August General—Wiel & Co.
 N. PENDLETON, American ship, 1385, J. N. Pendleton, 23rd August—New York 19th April, Kerosene Oil—Shewan & Co.
 PORTLAND LLOYDS, American bark, 1180, A. H. Forbes, 13th July—New York 16th March, Petroleum—Shewan & Co.
 STANFIELD, British bark, 500, J. Clark, 3rd July—Sourabaya 14th June, Ballast—Captain.
 WESTERN BELLE, American bark, 1074, L. C. Sweeney, 4th Sept.—New York 14th May, Kerosene Oil—Russell & Co.
 ZENITH GONDY, British bark, 1087, E. E. Manning, 23rd August—New York 18th April, Kerosene Oil—Arnhold, Karberg & Co.

Intimations.
NOTICE.
 JYVE'S SANITARY COMPOUNDS COMPANY, LIMITED.
 JYVE'S WOOD PRESERVER OR ANTISEPTIC PAINT.
 THE Underneath have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says—
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 19th June, 1888. [12]

CANDIDATES prepared for the MARINE BOARD EXAMINATIONS.
 "Author of the 'NEW NAVIGATION,' and an 'ARTIST' for Engineers, &c."
 Hongkong, 7th February, 1891. [12]

JOHN AMBROSE CLARKE,
 Teacher of Officers and Engineers,
 No. 75, WYNDHAM STREET,
 Opposite Central Police Station.

Some Children Growing Too Fast
 become listless, fretful, without energy, thin and weak. But you can fortify them and build them up by the use of
SCOTT'S EMULSION
 OF PURE COD LIVER OIL AND HYPOPHOSPHITES
 OF LIME AND SODA.
 They will take it readily, for it is almost as palatable as milk, and they find it as efficacious as any oil. And it should be remembered that AS A PREVENTIVE OF RHEUMATISM AND GOUT, IT IS UN-QUALLED. It is the only oil which is sold by all chemists.
 SOOTT & BOWNE, LIMITED,
 47, MARK LANE, LONDON, E.C.
 Sole Agents for Hongkong and China—
 Messrs. A. S. WATSON & Co. (Limited),
 Hongkong, 20th December, 1888.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
 Oceanic Saturday 26th Sept.
 Gaelic Tuesday 20th October.
 Belgic Thursday 12th Nov.

THE Steamship "OCEANIC"
 will be despatched for San Francisco, via Yokohama, on SATURDAY, the 26th September, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., &c. 1225.00
 To Liverpool and London 325.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 331.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:
 12 months \$337.50
 6 months \$337.50
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to success in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing. Parcel Packages will be received at the Office until 7 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 4th September, 1891. [12]

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.
PROPOSED SAILINGS FROM HONGKONG, 1891.
 (SUBJECT TO ALTERATION).
 Empress of India, Tuesday, 1st Sept. 2nd.
 Empress of Japan, Tuesday, 1st Oct. 12th.
 Empress of China, Tuesday, 1st Nov. 10th.

THE R. M. S. "EMPERESS OF INDIA."
 5000 tons, Captain O. P. Marshall, R.N.R., sailing at Noon, on TUESDAY, the 2nd Sept., with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.
 (In Mexican Dollars).
 FROM HONGKONG, FIRST CLASS.

TO

TO	1st Class	2nd Class	3rd Class
Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., San Francisco, Alameda, San Jose, N.E., Banff, Calgary, Alameda, Winnipeg, Man. to Minneapolis, St. Paul, Duluth, Minn.	225	338	394
Chicago, Ill., Kansas City, St. Louis, Mo., Milwaukee, Wis., Detroit, Mich., Cincinnati, Cleveland, Columbus, O., Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que., New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pittsburg, Pa., Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Ld.	255	383	437
Verpool, via Liverpool and London.	285	428	499
Paris, via Liverpool and London.	295	443	517
Havre, via Liverpool and London.	305	458	534
Bremen, " " "	310	464	
Hamburg, " " "	315	470	

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Storage. Fares and Rates to other places, quoted on application.
 The Steamers call at Victoria to land and embark passengers.
 Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarkation at Vancouver.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.
 CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.
 Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B.C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.
 For further information as to Passage or Freight, apply to
 DODWELL, CARILL & Co., Agents.
 Hongkong, 20th September, 1891. [12]

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
 City of Peking Wednesday 16th Sept.
 City of Rio de Janeiro Thursday 8th Oct.
 China (via Honolulu) Saturday 31st Oct.

THE U. S. Mail Steamship "CITY OF PEKING"
 will be despatched for SAN FRANCISCO, via YOKOHAMA, on WEDNESDAY, the 16th inst., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco—Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., &c. 1225.00
 To Liverpool and London 325.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 331.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:
 12 months \$337.50
 6 months \$337.50
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to success in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing. Parcel Packages will be received at the Office until 7 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 4th September, 1891. [12]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
SPECIE ONLY, LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "MALWA," Captain C. F. Preston, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, the 17th instant, at Noon.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.
 Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.
 Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
 The Contents and Value of Packages are required to be declared prior to shipment.
 Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
 This Steamer takes Cargo and Passengers for Marseilles.

NOTICE.
HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.
SHIPMASTERS AND ENGINEERS
 are respectfully informed that, if upon their arrival in this HARBOUR, any of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.
 In the event of complaints being found necessary, communication with the Underwriting is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
 D. GILLIES, Secretary.
 Hongkong, 25th August, 1885. [15]

G. FALCONER & CO.,
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
 No. 28, Queen's Road Central. [16]

HONGKONG TIMBER YARD, WANCHAI.
ORIGON PINE SEARS AND LUMBER
 Always on Hand.
 L. MALLORY.
 Hongkong, 24th June, 1885. [16]

For Sale.

THE MITSUI BUSSAN KAISHA.
PORTLAND CEMENT
 MANUFACTURED BY THE INODA CEMENT CO. AND THE NIHON CEMENT CO., At very reasonable Prices.
THE MITSUI BUSSAN KAISHA,
 Sole Agents.
 Hongkong, 4th September, 1891. [17]

FOR SALE.
THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHUENG."
 THE Engines of the Chop-chueng were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, cylinders 20½ and 38" dia., with a stroke of 26½. The crank shaft is 5½" dia. at the crank pin and 7½" dia. at the journal. The H.P. Piston Rod is 4" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia. Air Pump 14½" dia. by 12 stroke, Single Acting Circulating Pump 8" dia. by 13 stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13 stroke.
 These Engines have been very little used and are in thoroughly good order.
 The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnace, 4ft. 7" dia.; Dome, 4ft. dia.; at aft. high; Tubes, 1½" in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.
 For Further Particulars, Apply to "THE HONGKONG TELEGRAPH" OFFICE, Hongkong, 29th August, 1891. [17]

CARBOLINEUM AVENARIUS, (REGISTERED).
AN ANTISEPTIC PAINT for the Preservation of Wood. Walls, Roofs and Ship's Tackle may be applied to Plaster, Floor, Wall, ceiling, Wood, Ornament, Carve, Roof, Wooden Sheds, Farmers' Implements, Cattle, Bridges, Boats, and all Timber underground. Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks. White ants do not touch wood painted with Carbolineum Avenarius.
 Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.
 Sold in casks of about 40 lbs. net. Price 1/6 each per lb.
 For further particulars, apply to SCHEELE & Co., Sole Agents, No. 16, Stanley Street, Hongkong, 2nd December, 1886. [14]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
 Sole Agents for Louis Audemars' Watches; awarded the highest Prize at the Exhibition of 1876, for the "Vergil" and "Sohn's" CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES, No. 8, Queen's Road, Central. [86]

INTIMATION.
F. Blackhead & Co.
SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS,
 No. 11, Praya Central, (Opposite Packer's Wharf).

SOLE AGENTS FOR RAHTJENS' GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.
 HARMONY GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS. SPECIALLY SELECTED.
EX. PRIME, PORK AND BEEF IN BARRELS.
AMERICAN PRIME SUGAR-CURED HAMS AND BACON.
CHR. MOTZ & Co., BORDEAUX CLARETS,
 CEMENT from the celebrated Factory of Hem-moc.

FLensburg STOCK BEER, ENGINEERS' BLACKSMITHS' MACHINERY AND TOOLS.
EVERY